



FREDERICK COUNTY PLANNING COMMISSION

April 13, 2011

TITLE: **Mountain View Community Church**

FILE NUMBER: **SP 02-13 (AP# 11515)**

REQUEST: **Site Plan Approval**

Requesting approval to construct two new parking lots with a total of 156 additional parking spaces.

PROJECT INFORMATION:

LOCATION: North side MD 80, west side I-270
ZONE: Agriculture
REGION: Urbana
WATER/SEWER: No Planned Service
COMP. PLAN/LAND USE: Agricultural/Rural

APPLICANT/REPRESENTATIVES: (as applicable)

APPLICANT: Mountain View Community Church
OWNER: same
ENGINEER: Daft McCune Walker Inc.
ARCHITECT: Not Listed
ATTORNEY: Not Listed

STAFF: Tolson DeSa, Principal Planner

RECOMMENDATION: **Conditional Approval**

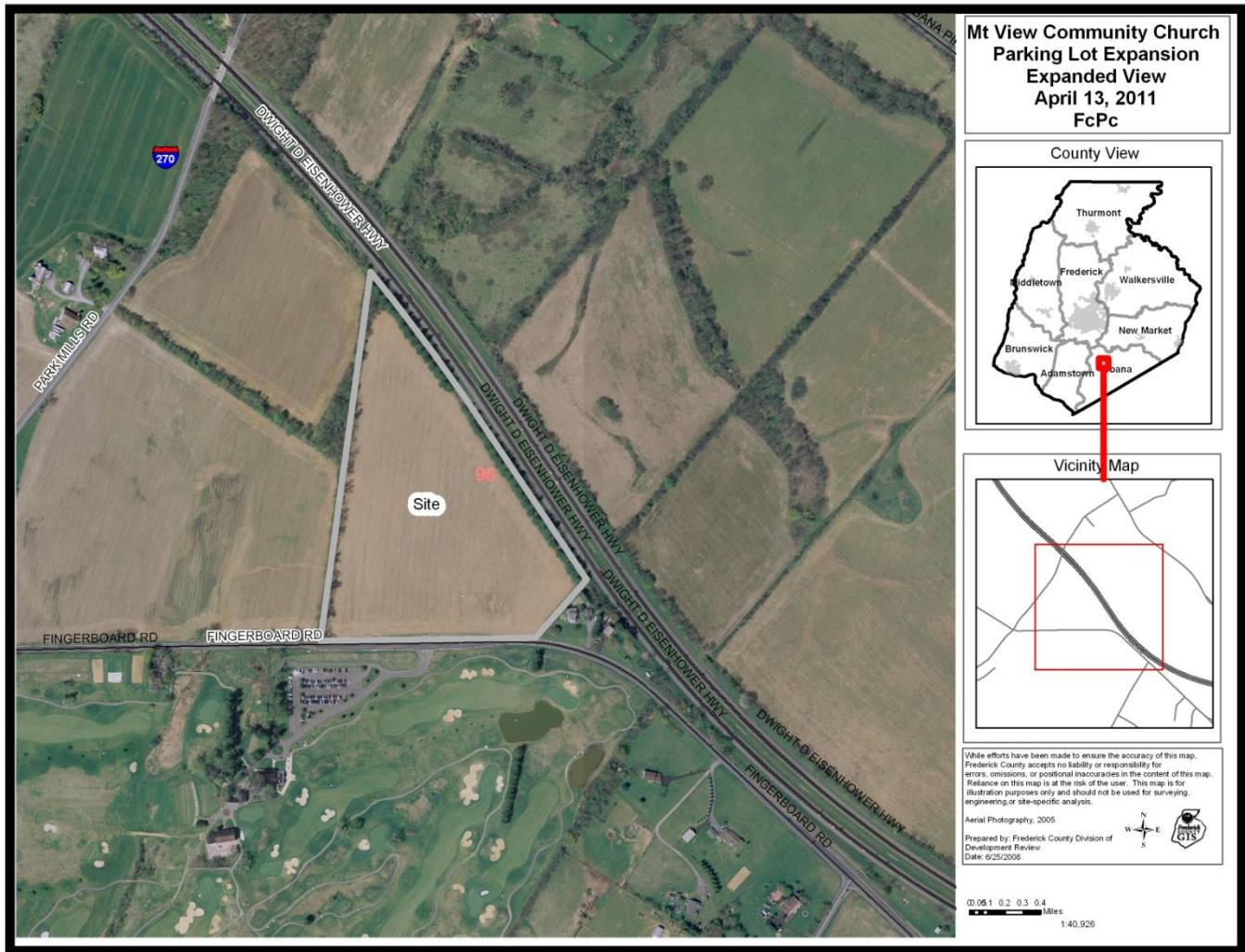
Enclosures:

Exhibit #1: Overall Site Plan Rendering
Exhibit #2: Church Parking Count Breakdown
Exhibit #3: Parking Space Count Modification Justification
Exhibit #4: Parking Aisle Modification Justification
Exhibit #5: August 12, 2009 Staff Report

STAFF REPORT

BACKGROUND:

Development and Parcel History: The Applicant originally submitted a Site Plan for a 23,950 sq. ft. church building that was approved by the Frederick County Planning Commission (FcPc) in June 2007. The Adequate Public Facilities test was also approved in June 2007. When the Applicant submitted the building permit, the size of the church had grown to 30,700 sq. ft., and the permit was temporarily denied.



To rectify the situation, the Applicant submitted a First Revised Site Plan application, and revised APFO LOU in August 2009, and received approval for a 30,700 sq. ft. church building and an APFO LOU with similar square footage. With the Site Plan, LOU and the building permit all in agreement, the building permit was approved and building construction was allowed to proceed. (Subsequently, the Applicant submitted a Second Revised Site Plan application that changed the signage location. That Site Plan was approved at the Staff level.) The church parcel of 20.48 acres has no subdivision history.

Site Plan Application: The church has been in operation for about a year and the Applicant claims that there are additional parking needs. When the parking lot was approved in 2009, the Applicant petitioned and received a parking lot modification to park 14 additional spaces over the 100 required.

The Applicant is presently proposing two new parking fields; consisting of 156 additional parking spaces, in two separate parking areas; one will be located to the north of the existing 30,700 square foot sanctuary and will be composed of 97 parking spaces, while the second will be located to the south and will be composed of 59 parking spaces. The northern parking lot, consisting of 97 parking spaces is currently constructed.

The new parking areas were also subjected to the Landscaping and Parking regulations that became effective on January 29, 2010. The Applicant has designed the future parking areas to comply with the new Parking and Landscaping Regulations, with exception to the modifications listed below.

The Applicant now requests a parking modification to park 170 more than the 100 required from the original 2009 application.

SITE USE, CIRCULATION, PARKING & UTILITIES:

Land Use and Dimensional Requirements/ Bulk Standards: This Site Plan application is being reviewed under *INSTITUTIONAL* in **AGRICULTURE** per § 1-19-6.100 of the Zoning Ordinance. Parking lot setbacks are not to be closer to the right-of-way line than one-half the normally required setback for principal structures. Therefore, the setback lines shall be a minimum of 20' from I-270 and MD 80. The Applicant's design for the parking lots meets the setback limitation.

Use Classification	Minimum Lot Area	Minimum Lot Area per Unit	Lot Width	Front Yard	Side Yard	Rear Yard	Height
Institutional	40,000	-	200	40	50	50	30'

Access/ Circulation: The Applicant's property is located on MD 80 and I-270. One full-movement access point is located on MD 80 directly opposite the entrance to Worthington Manor Golf Club. MD 80 is shown to be a minor arterial road within a Growth Limit Area. The Applicant's entrance met the 500' entrance spacing guideline, and therefore, no Staff or FcPc modification was needed for the entrance when it was originally approved in 2007. The Applicant received approval for and built a through-movement parking-lane design that provides adequate turn-around for emergency vehicles.

Parking Space and Design Requirements: The Applicant is required to provide parking at the following rate: *1 for each 5 seats for church* (or 100 parking spaces). The church has been evaluated at 500 seats, which creates a parking requirement of 100. In August 2009, the Applicant received a modification for 114 parking spaces. After a year of operation, the Applicant has found that the 114 parking spaces do not meet the demand. The Applicant now requests a modification for 170 over the 100 required, for a total of 270 (or 156 additional). The

2009 Site Plan required the Applicant to provide five handicapped spaces, but instead elected to provide 12. Even with an additional 156 space (total 270) the Applicant is required to provide seven handicapped spaces, and exceeds this requirement.

The proposed parking lot areas are engineered for stormwater control/management and shown on the August 2009 FCPC approved plan as “Potential future development requiring additional site plan review and approval by the Planning Commission”.

The Applicant has submitted a Parking Space Modification Request (see attached Exhibit #3) from the parking space requirement identified in Zoning Ordinance Section 1-19-6.220.A. Staff does not object to the granting of this modification request.

The Modification Request states the following:

1. The Church and the first phase of parking were constructed and began operation in the fall of 2010.
2. Vehicle counts have been documented by the Church as averaging 176 vehicles for the first service and 205 for the second service. These counts do not take into consideration “crossover parking” from the first service that does not leave prior to the second service arriving. (See attached Exhibit #2)
3. Shortly after the Church opened a weekly average of approximately 100 cars were forced to park on the grass areas around the Church.
4. The northern parking field is currently constructed of impervious surface which drains directly into the adjacent, existing stormwater management facility which has stone in the bottom to retain stormwater until it infiltrates into the groundwater. This method is now known as an “Enhanced Filter” in the Environmental Site Design SWM design guidelines.
5. In an effort to adhere to the requirements of Zoning Ordinance Section 1-19-6.220.A.2, the applicant has proposed that Lot 2 will be constructed of pervious paving block or a similar product in order to encourage groundwater infiltration and eliminate unnecessary paving throughout the site. The 59 spaces within the southern parking space area are proposed to be constructed of a pervious geo-grid or grass paver system. This southern area has also utilized a landscaped bio-swale system which will accept run-off from the parking area as well as the existing parking lots to the north.

Parking Aisle Width: In accordance with Zoning Ordinance Section 1-19-6.220.B.1, the Code requires a 60-foot, double loaded parking module that includes a 24-foot wide drive aisle serving (2) 18-foot wide parking spaces. The Applicant is requesting a modification (See attached Exhibit # 4) from this requirement in order to construct a 62-foot parking module with a 26-foot wide drive aisle serving (2) 18-foot wide parking stalls.

The traffic movement at the church is simultaneous arrival and departure of vehicles for the departing and arriving services. The extra width of the drive aisle allows better maneuverability

entering and exiting the parking stalls. Staff does not object to the granting of this modification request.

Bicycle Parking: The Applicant is required to provide two (2) bicycle racks because this site is within 1.2 miles of the Growth Limit Line for the Urbana community. The Applicant has provided 2 bicycle racks in accordance with the zoning requirements of Section 1-19-6.220.H.

Utilities: The site will be serviced by private well and septic, since the “No Planned Service” classification projects no community water or sewer service.

ENVIRONMENTAL ANALYSIS:

Open/Green Space Requirements: The Agriculture zone contains no open and green space requirements.

Floodplain Issues: There are no hydrological systems on this parcel.

Landscaping: The Applicant has complied with the Landscaping standards within Section 1-19-6.400 of the Zoning Ordinance.

Storm-water Management (SWM) Design: This project was tested with regard to the requirements of the Maryland Stormwater Management Act of 2007 (SWM 2007), which became effective May 4, 2010. The Applicant is proposing a series of bio-swale features that will pre-treat the storm water before it reaches the existing SWM pond.

Forest Resource Ordinance (FRO): The Applicant has already recorded forest easements and provided a payment for off-site forest credits (AP 4937). No additional forest conservation will be required per these improvements.

MISCELLANEOUS DESIGN ISSUES:

Lighting and Signage: The Applicant is proposing no new lighting or signage with this application.

ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO):

In General: This project was reviewed for potential impacts on schools, water/sewer and roads. This project was determined to generate no impacts on schools, utilities and traffic.

- ❑ **Schools:** The non-residential nature of this project has no impact on schools.
- ❑ **Water and Sewer.** The property is currently classified NPS, and therefore, there are no impacts on community water or sewer.
- ❑ **Traffic:** This project was subject to a traffic review. It was determined that the parking lot expansion does not increase trips, because the trips are generated by building capacity, not the parking lot.

This project is exempt from APFO.

OTHER AGENCY COMMENTS:

<i>Other Agency or Ordinance Requirement</i>	<i>Comment</i>
<i>Engineering Section, DPDR:</i>	Approved.
<i>Traffic Engineering, DPDR:</i>	Approved
<i>Planning Section, DPDR:</i>	Conditional Approval, subject to resolving various, minor drafting corrections.
<i>Life Safety, DPDR:</i>	Approved
<i>State Highway Administration (SHA):</i>	Waived.
<i>Health Dept.</i>	Approved.

FINDINGS

Based on the discussion in this report and with the conditions listed below, Staff finds that the application meets and/or will meet all applicable Zoning, APFO and FRO requirements once the conditions of approval have been met.

Staff notes that if the Planning Commission conditionally approves the site plan, the site plan is valid for a period of three (3) years from the date of Planning Commission approval and the previously approved APFO is vested and shall remain valid as part of this application.

Staff has no objection to conditional approval of the site plan.

RECOMMENDATION

Should the Planning Commission conditionally approve this Site Plan SP # 02-13 (AP# 11515, APFO 11517 & FRO 11516) for the proposed Mountain View Community Church Parking Lot Expansion, the motion for approval should include the following item:

1. Approval of a 156 additional parking spaces in two separate parking areas, one will be located to the north of the existing 30,700 square foot sanctuary and will be composed of 97 parking spaces, while the second will be located to the south and will be composed of 59 parking spaces.
2. Site plan approval for a period of three years from today's date.

Staff recommends that the following items be added as conditions of approval:

1. Address all agency comments as the plan proceeds through completion.
2. Approve the parking space count modification request for Zoning Ordinance Section 1-19-6.220.A
3. Approve the parking aisle width Modification request for Zoning Ordinance 1-19-6.220.B.1 for a 62-foot parking module with a 26-foot wide drive aisle serving two (2) 18-foot wide parking stalls.

Exhibit # 1 Overall Site Plan Rendering



MOUNTAIN VIEW COMMUNITY CHURCH PARKING COUNTS

Mountain View Community Church			
Sunday Service Car Counts			
	CARS 9:30	CARS 11:00	
9/19/2010	191	199	
9/26/2010	170	189	
10/3/2010	171	208	
10/10/2010	172	181	
10/17/2010	172	192	
10/24/2010	179	244	
10/31/2010	175	201	
11/7/2010	177	191	
11/14/2010	184	194	
11/21/2010	173	207	
11/28/2010	178	205	
12/5/2010	185	221	
12/12/2010	165	191	
12/19/2010	242	178	
12/26/2010		215	
1/2/2011	159	202	
1/9/2011	164	201	
1/16/2011	178	228	
1/23/2011	167	215	
1/30/2011	164	207	
2/6/2011	170	204	
2/13/2011	165	210	
2/20/2011	161	222	
2/27/2011	180	222	
	4042	4927	Total
	176	205	Average

Exhibit # 3 Parking Space Count Modification Justification



March 18, 2011

Frederick County Planning Commission
Frederick County, Maryland
Winchester Hall
12 East Church Street
Frederick, MD 21701

Re: Mountain View Community Church
County Project No. 11515
County File No. SP0213
Parking Space Requirement Justification
DMW Project No. 08712

Dear Commissioners:

On behalf of the Applicant (Mountain View Community Church), DMW is requesting a Modification Request from the parking space requirement (number of spaces) identified in § 1-19-6.220 (A) of the Frederick County Code. Places of Worship are permitted to have one (1) parking space for every five (5) seats. The sanctuary seating capacity is 500 and the approved Site Plan provides parking for 114 vehicles (14 over the 100 required per County Code). We are requesting the construction of an additional 156 spaces (270 total) as previously reflected on the approved Site Plan as part of the ultimate build-out. Please note that the proposed parking expansion will not increase the current Church capacity or traffic counts.

The Church and first phase of parking was constructed and began operation in the fall of 2010. Within the first few weeks of operation, it was evident that the number of spaces to accommodate the normal Sunday operations was insufficient. Vehicle counts have been documented by the Church as averaging 176 vehicles for the first service and 205 for the second service. Additionally, these counts do not factor in the membership from the first service that socialize between services and do not leave prior to the arrival of the attendees of the second service. Just after the church opened, a weekly average of approximately 100 vehicles were forced to park in the grass areas around the church, turning the once-stabilized grass areas into mud. The photos submitted with this application reflect the number of cars parked in the North parking area expansion (~100) as well as cars parked in drive aisles around the site (~10), that are in excess of the 114 spaces installed with the original construction.

Although the stormwater management facility was sized for treatment of the currently proposed parking areas, additional environmental site design features are proffered on the Site Plan. Similar to pervious pavement, bio-swales are another environmental site design (ESD) strategy which percolate stormwater runoff into the ground at the source, therefore, mimicking the predevelopment hydrology. The upland portions of two existing grass swales will be converted to bio-swales to encourage water quality treatment through groundwater infiltration. One bio-swale is accepting runoff from the new "south" parking area as well as the existing parking lot. The other bio-swale is accepting runoff from the existing entrance drive. In addition, a portion of the south parking area expansion will be installed as a pervious geo-grid or grass-paver system.

TOWSON: 200 EAST PENNSYLVANIA AVENUE, TOWSON, MARYLAND 21286 P: 410 296 3333 F: 410 296 4703
FREDERICK: 8 EAST SECOND STREET, SUITE 201, FREDERICK, MARYLAND 21701 P: 301 696 9040 F: 301 696 9041
BERLIN: THE PAVILIONS, 11200 RACETRACK ROAD, SUITE 202, BERLIN, MARYLAND 21811 P: 410 641 9980 F: 410 641 9948

Mountain View Community Church—Third Revised Site Plan

April 13, 2011

Page 9 of 11

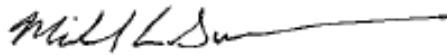
FCPC
March 18, 2011

The North parking area runoff directly discharges to the existing SWM facility which has stone in the bottom to retain stormwater until it infiltrates into the groundwater. This method is now known as an Enhanced Filter in the new ESD SWM design guidelines.

We respectfully ask the planning commission to grant this modification request to alleviate the parking situation at Mountain View Community Church.

If you have any questions or require any additional information, please feel free to contact us. Thank you for your assistance and consideration of this modification request.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Swanson", with a long horizontal flourish extending to the right.

Michael Swanson, P.E.

MLS/grw

Exhibit # 4 Parking Space Aisle Modification Justification



March 18, 2011

Mr. Tolson Desa
Frederick County, Maryland
Division of Permitting and Development Review
30 North Market Street
Frederick, MD 21701

Re: Mountain View Community Church
County Project No. 11515
County File No. SP0213
Parking Aisle Width Justification
DMW Project No. 08712

Dear Mr. Desa:

On behalf of the Applicant (Mountain View Community Church), DMW is requesting a Modification Request from the required parking aisle width identified in § 1-19-6.220 (B)(1) of the Frederick County Code. For a two-way traffic, the Code requires a 60-foot, double loaded parking module that includes a 24-foot wide drive aisle serving two (2) 18-foot wide parking stalls. We are requesting a 62-foot parking module with a 26-foot wide drive aisle serving two (2) 18-foot wide parking stalls.

The nature of the traffic movement at the church is simultaneous arrival and departure of vehicles en masse as one service ends and the other begins. The extra width of the drive aisle allows better maneuverability as cars pull enter and exit their parking spaces.

The original Site Plan was approved based on older Code requirements for parking lot dimensions which included a 62-foot parking module. Allowing the 62-foot parking module with a 26-foot wide drive aisle serving two (2) 18-foot wide parking stalls will adhere to the intent of the original plan and at the same time provide circulation efficiency and better maneuverability within the parking lot.

If you have any questions or require any additional information, please feel free to contact us. Thank you for your assistance and consideration of this modification request.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Swanson", followed by a horizontal line.

Michael Swanson, P.E.

MLS/grw

TOWSON: 200 EAST PENNSYLVANIA AVENUE, TOWSON, MARYLAND 21286 P: 410 296 3333 F: 410 296 4705
FREDERICK: 8 EAST SECOND STREET, SUITE 201, FREDERICK, MARYLAND 21701 P: 301 696 9040 F: 301 696 9041
BERLIN: THE PAVILIONS, 11200 RACETRACK ROAD, SUITE 202, BERLIN, MARYLAND 21811 P: 410 641 9980 F: 410 641 9948

Mountain View Community Church—Third Revised Site Plan

April 13, 2011

Page 11 of 11